

## **NORTH TRANSIT CORRIDOR Q&A**

### **Northlake study area**

***Q: How was the Eastfield station location chosen, by whom, and when?***

**A:** The North Corridor transit station locations were chosen through the MIS (Major Investment Study) process where a Land Use Consultant looked at potential station locations throughout the north corridor based on accessibility, current land use and development potential. Final station locations were chosen based on which served as the best sites based on these criteria as well their relationship with each other (minimal station spacing, overlapping market areas, etc.) Preliminary station locations were chosen during the MIS, adopted by the Metropolitan Transit Commission (MTC) in November 2002 and refined station locations were adopted during the DEIS process (draft environmental impact study), which were shown to the MTC in April 2006.

The Eastfield station location was chosen because it demonstrated a number of characteristics including its proximity to “greenfield” areas with high potential for transit-supportive development, its reasonable access to the roadway system, and its potential to serve a large commuter population from Highland Creek and other nearby residential areas.

The transit location decision process involved considerable communication with, and input from citizens in communities along the north corridor, and staff and elected officials from the towns through which the north corridor passes.

***Q: How was the technology decision made to make the north corridor commuter rail (vs. light rail), by whom, and when?***

**A:** Several technologies were looked at during the Major Investment Study, including commuter rail, light rail, and bus rapid transit. Commuter rail was determined to be the best fit, as it could run on the existing freight railroad and would serve four historic town centers and well as several “greenfield” sites already under pressure to develop. Bus Rapid Transit would have run along the highway with little opportunity for positively impacting land use and light rail would have been several times more costly as it would have needed overhead wiring and a separate right-of-way from the freight rail. The commuter rail decision was made in connection with the MIS and was adopted by the MTC in November, 2002.

As with the transit station location decision, the technology decision was made with input from and communication with community members, staff, and elected officials along the line.

***Q: What's the difference between light rail and commuter rail?***

A: Light rail gets its power source from overhead electric wires and typically has more frequent stops, runs in more urban areas, usually 8-15 mile distances from urban centers. Commuter rail runs by powered locomotives and serves longer distances, typically 20-40 miles from urban centers and with less frequent stops. It is typically much cheaper and mostly serves commuters with a strong in-flow in the mornings and out-flow in the afternoons. Light rail has much more frequent service and usually sees multiple destinations throughout the corridor. The distance and land uses along the north corridor make it more suitable for commuter rail service.

***Q: What's the anticipated development timeline for the north corridor?***

A: The North Corridor was approved to move forward at the November 2006 MTC meeting. A Funding Strategy Plan is to be presented to the MTC by July 2007. If approved, Phase I would be designed and constructed by Fall, 2011. Phase II, which would include more frequent service and reverse commute, would be constructed about 5 years after Phase I.

***Q: How can I obtain more detailed information about the north transit corridor?***

A: Contact Brian Nadolny in CATS at 704-336-3752 or Jonathan Wells in Planning at 704-336-4090. You can also visit the CATS website at:

<http://www.charmeck.org/Departments/CATS/Rapid+Transit+Planning/North+Corridor/Home.htm>